The structure is a three-span continuous, composite steel structure with a 7^l_2 -inch reinforced concrete deck and a 2-inch concrete overlay. The original structure was built in 1970 as F.A.P. Route 61, Section 22-5HB. In 1988,

the deck was widened and overlaid. In 1997, the expansion joints at both piers were reconstructed and a partial width overlay was placed. In 2002, a beam segment was

Stage construction shall be utilized to maintain traffic during construction.

No salvage

Chiseled "□" on S.E. corner of East Wingwall of the N. Abut, of the Southbound Structure.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

190'-6" Back to Back of Abutments 45'-0" 95′-6" -measured along tangent to € Span 1 Span 2 - Bridge Approach Pavement Connector (PCC) typ. Back of S. Abut.-Remove and € 1-355 - Back of N. Abut (See Standard 420401) Remove and reinstall existing steel plate beam guardrail, attached to structure = 40' replace overlay - Exist. Single Face Barrier Wall 14°21′51"\ *6'-0" min. — € Brg. N. Abut. ----Sheet Piling typ. Exist, Shoulder Inlet to be removed, typ. **Type D Inlet Box, \ Standard 609001 ⊆ U.S. Route 20 **Type D Inlet Box.— Standard 609001 Pipe Drains 12" = 15 Feet (Lake St.) Concrete Thrust Block = 1 Each End Sections 12" = 1 Each App. Slab typ. See Std. 609001 Remove existing Neoprene Expansion End Sections 12" = 1 Each — Remove existing Preformed Joint Seal and replace with Preformed Joint and replace with Preformed Joint See Std. 609001 Remove and reinstall existingsteel plate beam guard rail attached to structure = 45° Joint Strip Seal - Limits of Protective Shield plus 2 ft. outside parapets

PLAN

* Limits of Bridge Approach Pavement Connector (PCC) shall extend to the location of the existing relief joint, 6'-0" beyond the limits of the Proposed Bridge Approach Slab per Hwy, Std. 420401, or 15'-0" beyond the limits of the proposed B.A.S. per Hwy, Std. 609001 wherever shoulder inlets are proposed.

€ Brg. S. Abut.—

** Match existing shoulder elevations.

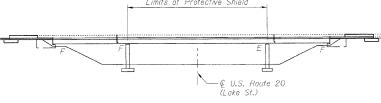
DESIGNED -

CHECKED

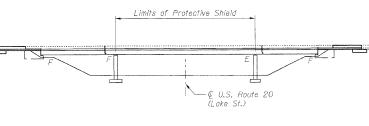
CHECKED

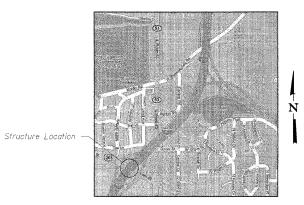
KWS

KWS



ELEVATION





LOCATION SKETCH

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

f'c = 3,500 psi fy = 60,000 psi

SCOPE OF WORK

- 1. Remove bridge approach slabs.
- 2. Bridge Deck Hydro-scarification.
- 3. Repair bridge deck.
- 4. Reconstruct deck joints near each pier with preformed joint strip seal.
- Place New Overlay.
- 6. Stabilize abutments.
- 7. Replace bridge approach slabs and approach pavement connectors.
- 8. Install inlets at approach shoulders.
- 9. Trim beam ends at pin and link connection.
- 10. Apply Protective Coat.



GENERAL PLAN AND ELEVATION I-355 NB OVER U.S. ROUTE 20 DUPAGE COUNTY STATION 95+19 STRUCTURE NO 022-0112

benesch Surveyors - Planners 205 North Michigan Avenue, Sulte 2400 Chicago, Illinois 60001 312-585-0450 Job No. 10050

SHEET NO. 1	F.A.I. RTE. 290 355
	FED R

	31 HUCTURE NO. 022-0112					
1	F.A.I. SE	CTION	COUNTY	TOTAL SHEETS	SHEET NO.	
•	290 355 22(1, 1-1	, 2&3)RS-7	DUPAGE	546	474	
	CONTRACT NO. 60G51					
	FED. ROAD DIST. NO.	ILLINOIS FED.	AID PROJECT			

uments.contract_1\SN_022_0111_0112_Lake_St\0112-60551-001-